

# *Memorandum*

**TO: Envision San José 2040  
Task Force**

**FROM: Andrew Crabtree**

**SUBJECT: February 8, 2010  
TASK FORCE MEETING**

**DATE: February 2, 2010**

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This memo provides information to assist you in preparing for the February 8, 2010 Envision San José 2040 Task Force Meeting. Links to the referenced documents and other resource materials (e.g., reading materials and correspondence) are posted on the Envision website.

### **Agenda Item 3 – Goals, Policies and Implementation Actions – Consent Items**

Proposed General Plan Goals, Policies and Implementation Actions for Safety and Hazards (Noise, Air Quality, Seismic/Geologic and Flooding) along with revised versions of the draft policies for Economic Development, Housing and Residential Land Use, are posted on the Envision website for review by the Task Force and community members. Revisions to the Housing Goals, Policies, and Implementation Actions were relatively minor, while a new goal related to land use (Goal ED-1) was added to the Economic Development Goals, Policies, and Implementation Actions. Many previously presented policies and actions were reorganized under the new goal. Task Force members can identify any specific issues or concerns related to the draft policies, and following Public Comment (Agenda Item #5), discuss those issues and concerns prior to making a recommendation to staff. If no items are specifically identified for discussion by the Task Force, the draft Goals, Policies and Implementation Actions for each identified topic will be considered to have completed the Task Force review process.

### **Agenda Item 4 –Envision Transportation Goals and Policies**

The Task Force will be asked to identify Transportation Mode Shift Goals for the General Plan, and to review the draft Transportation Goal, Policies and Implementation Actions that have been revised to incorporate input provided by the Task Force at the December 14, 2009 Task Force meeting. Task Force members will also be provided with information on the performance of each of the Land Use Study scenarios related to transportation.

Along with this memo, the Task Force packet includes the following materials related to Transportation:

- Proposed Mode Shift Goals and Supporting Policies
- Transportation Analysis – Comparison of Land Use Study Scenarios – Key Indicators
- Envision San Jose 2040 General Plan Update – Scenarios Analysis Summary Memorandum (Fehr & Peers)
- Updated Transportation Goal, Policies and Implementation Actions

### **Transportation Mode Shift Goals**

The Task Force was previously provided with transportation mode shift projections (e.g., a projection of the percentage distribution of future commute trips between single-occupant auto (drive-alone),

carpool, transit, pedestrian and bicycle) for each of the five Land Use Study scenarios. During discussion of this information at the December 14, 2009 Task Force meeting, it was noted that the traffic model projections indicate a similar percentage distribution and similar levels of total Vehicle Miles Travelled (VMT) for each of the scenarios. Task Force members requested that staff further explore policy changes that could increase the future share of commute trips conducted through an alternative modes (e.g., non-single-occupant auto, bicycling) mode and decrease the total VMT. The Task Force is being provided with four options, each based on a set of policies intended to achieve a different mode shift goal. Some of the proposed policy changes have already been discussed and endorsed by the Task Force. These options are described in the packet document: VMT Reduction and Mode Share Goals for Year 2040.

The Task Force members will be asked to consider which set of the additional proposed policies, if any, should be included within the City's General Plan Transportation Goals, Policies and Implementation Actions to support the goal of decreasing the City's total VMT by approximately 0%, 10%, 20% or 40% beyond the level projected by the model for each of the alternative Land Use Study scenarios. These additional policies could then be applied to any of the study scenarios and incorporated to ultimately apply to the Preferred Land Use Scenario.

#### Land Use Study Scenarios – Transportation Analysis Results

While the traffic analysis of the five Land Use Study scenarios indicated a similar percentage (%) commute mode split for each of the scenarios, other transportation indicators vary more significantly by scenario. These are summarized in the packet document: "Transportation Analysis – Comparison of Land Use Study Scenarios – Key Indicators."

#### Land Use Study Scenarios – Distribution of Growth Capacity

First it should be noted that the percentage of the job and housing growth capacity located near transit (identified as "% near transit" on the Key Indicators table) in each scenario has been revised based upon a more detailed review of the scenarios. The revised numbers include the transit-oriented share of existing but as yet un-built project entitlements, which are predominantly located on transit-oriented sites. "Near transit" is defined as a growth area for which the majority of the area is located within 2,000 feet of a planned BART station or existing heavy rail or light rail facility. Some Specific Plan areas (e.g., Communications Hill), while located near transit, generally do not meet this criterion and so jobs and housing capacity in these areas was excluded from the "near transit" category, along with new growth capacity planned in the neighborhood Villages which are not transit-oriented. For all scenarios, a significant amount of employment growth was also planned in Alviso, New Edenvale, the Monterey Corridor and North Coyote Valley, none of which have access to existing transit or planned BART facilities.

Based on Task Force direction in 2009, job and housing growth capacity was distributed in each of the Land Use Study scenarios with emphasis equally upon concentrating development near transit and providing sufficient employment lands to accommodate the projected demand for different land types, as described in the *Job Growth Projections and Employment Land Demand* Report. (It should be noted that the scenarios generally do not include adequate capacity to fully accommodate the projected demand for light industrial / manufacturing and regional commercial job growth because of the particular difficulty with adding these land types. Mid-rise and high-rise office development capacity was included in excess of the projected demand level in order to provide capacity for the overall job target.)

To maximize the amount of growth capacity located “near transit” in each scenario, staff analyzed the maximum feasible capacity within each of the transit-oriented growth areas. This analysis took into account imposed height restrictions and the need in some cases to provide an appropriate interface with existing neighborhoods, reflecting many years of community input received through long-range and project specific planning processes. In response to specific Task Force input, the scenarios were revised to place additional growth capacity within the Downtown and within the other planned BART station areas (i.e., the Downtown growth capacity is based upon a very ambitious density target for each available property, significant capacity was added above the densities associated with the current General Plan and zoning designations for the Alum Rock, Berryessa, and Milpitas BART stations, and the Diridon station growth area was expanded to the west). Accordingly, growth in each of the scenarios is planned within transit-oriented growth areas to the maximum extent feasible, with the remaining growth distributed amongst the remaining (e.g., Neighborhood Villages and Commercial Corridors) growth areas and employment lands.

The percentage of housing located near transit ranges from a low of 64% (Scenario 3-K) to a high of 85-86% (Scenario 4-J and Scenario 1-C). Scenario 3-K, which has the most housing capacity, has less housing near transit because after using the capacity available on transit-oriented sites, a significant amount of housing growth capacity was also placed in the neighborhood Villages which do not have nearby transit access. Conversely, for the scenarios with less housing growth, a greater share could be placed on transit-oriented sites.

The percentage of job growth capacity near transit ranges from 57% (Scenario 3-K) to 59%-60% (Scenario 4-J, Scenario 1-C and Scenario 5-H). In the case of jobs, Scenario 3-K has a greater share distributed into the neighborhood Villages because the projected job growth demand includes a larger share of household-support jobs than in the other scenarios. In contrast, the job growth Scenario J is more heavily oriented toward Driving Industry jobs and because of the large number of jobs, a higher share is located within mid-rise or high-rise office development located near transit. Scenarios 1-C and 5-H have more modest amounts of job growth which could more easily be accommodated on transit-oriented sites.

#### Land Use Study Scenarios – Transit and Automobile Activity

Unlike the similar mode shifts projected by the model for each scenario, the total projected ridership levels for Bus (top 15 VTA bus lines), Light Rail and BART vary notably between the scenarios. Generally, the scenarios which represent more total growth (job and housing growth combined) generate more transit ridership. As discussed in the Overview Memo and Reading Materials for the January 25, 2010, Task Force meeting, job growth has a relatively higher positive impact on transit ridership than housing growth. As a result of these two factors, the scenario that generates the highest transit ridership is Scenario 4-J (ridership of 635,200 daily boardings and alightings within San Jose). The other scenarios follow in order of job capacity, Scenario 5-H (ridership of 541,500), Scenario 1-C (ridership of 498,400), etc. Furthermore, the type of transit ridership also varies within each scenario, (e.g., Scenario 4-J places proportionally more ridership on the bus system; Scenario 5-H places proportionally more ridership on the Light Rail system; and Scenario 1-C places proportionally more ridership on the BART system.) Thus, the Task Force should carefully consider the projected ridership for each of the scenarios as part of the Preferred Land Use Scenario selection process.

The projected Vehicle Miles Traveled (VMT) and roadway Level of Service (LOS) indicators for each scenario vary only by a slight degree, with the higher congestion levels corresponding to the higher growth scenarios. Scenarios 3-K (high housing), 4-J (high jobs) and 5-H (moderately high growth of jobs and housing) thus produce slightly more congestion. For all scenarios, the model projects an increase in traffic congestion, reflecting the impacts of regional population and job growth factors largely independent of the Land Use Study scenarios.

#### **Land Use Study Scenarios – Select Station Areas**

Following a request by one of the Task Force members, the Key Indicators include by scenario the total daily boardings for each of the BART stations and for four major Light Rail stations. The usage of each station is highly consistent with the overall system ridership trends discussed above, with the highest projected station activity for Scenario 4-J, etc. The one exception to this trend, the Ohlone-Chynoweth station, has higher ridership in scenarios 2-E and 3-K which both concentrated new job and housing development in this Village area.

#### **Agenda Item 5 – Community Input**

Members of the community will be provided with an opportunity to address the Task Force and provide input prior to the Task Force actions.

#### **Agenda Item 6 - Task Force Recommendations (vote on motions as needed)**

Following an opportunity for comment by members of the public (Agenda Item 5), the Task Force will then have an opportunity to further discuss and vote on recommendations related to the topics discussed for Agenda Item 3 and Agenda Item 4.

#### **Reading Materials**

To prepare for the discussion on Transportation, the Task Force is provided with the following reading material in addition to the packet materials:

- “Shifting Gears” LA Times Article
- Unbundled Parking Article from Metropolitan Area Planning Council

Links to these articles are posted on the Task Force page of the Envision website.

#### **Resource Materials**

Additional resource materials related to the meeting agenda items are included in the meeting packet. These materials are not required reading but are provided for those seeking more background information or interested in exploring or understanding a specific topic further.

#### **Task Force Correspondence**

No correspondence from Task Force members has been provided for this meeting.

#### **Public Correspondence**

Correspondence from the Committee for Green Foothills was received by staff short prior to the January 25, 2010 Task Force meeting and distributed to the Task Force and members of the community at the meeting. Because the material was received too late to be included within the prior meeting packet materials, it is included here:

- Committee for Green Foothills Letter on Selection of Jobs to Employed Resident Ratio

### **Announcements**

A report presenting the results of the Wikiplanning Initiative is posted on the Envision website. The Wikiplanning Initiative was an on-line community engagement campaign conducted from August through November of 2009. Approximately 4,500 community members took advantage of this initiative to provide input into the Envision General Plan Update process.

Two invitations for upcoming lectures have been submitted by members of the Task Force:

- “Cities for All Ages: Land Use Planning and Our Aging Population”, 10:00 AM on February 11, 2010.
- “Charting the Future under SB375: Suburban Cities and Infill Development”, 4:00 PM on February 16, 2010.
- “Everybody Wants a Spot: Why Free Parking is a Bad Idea”, 6:30 PM on February 24, 2010

Additional information for these events is posted on the Envision website.

### **Next Meetings**

The next meeting is scheduled for Monday, February 22, 2010. This meeting will include a presentation of the Fiscal Analysis prepared for the Land Use Study scenarios, review of draft Goals, Policies and Implementation Actions for Fiscal Stability and an opportunity for the Task Force members to begin discussion of the preferred Land Use Study scenario.

If you have any questions, please contact either me or Susan Walton. I can be reached by phone at (408) 535-7893 or by email at: [andrew.crabtree@sanjoseca.gov](mailto:andrew.crabtree@sanjoseca.gov). Susan can be reached by phone at (408) 535-7847 or by email at: [susan.walton@sanjoseca.gov](mailto:susan.walton@sanjoseca.gov).

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